



Eastern Connecticut Corridor Rail and Transit Feasibility Study (ECRTS)

Preliminary Feasibility Assessment
Appendix F: Potential Station Sites

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1. Introduction

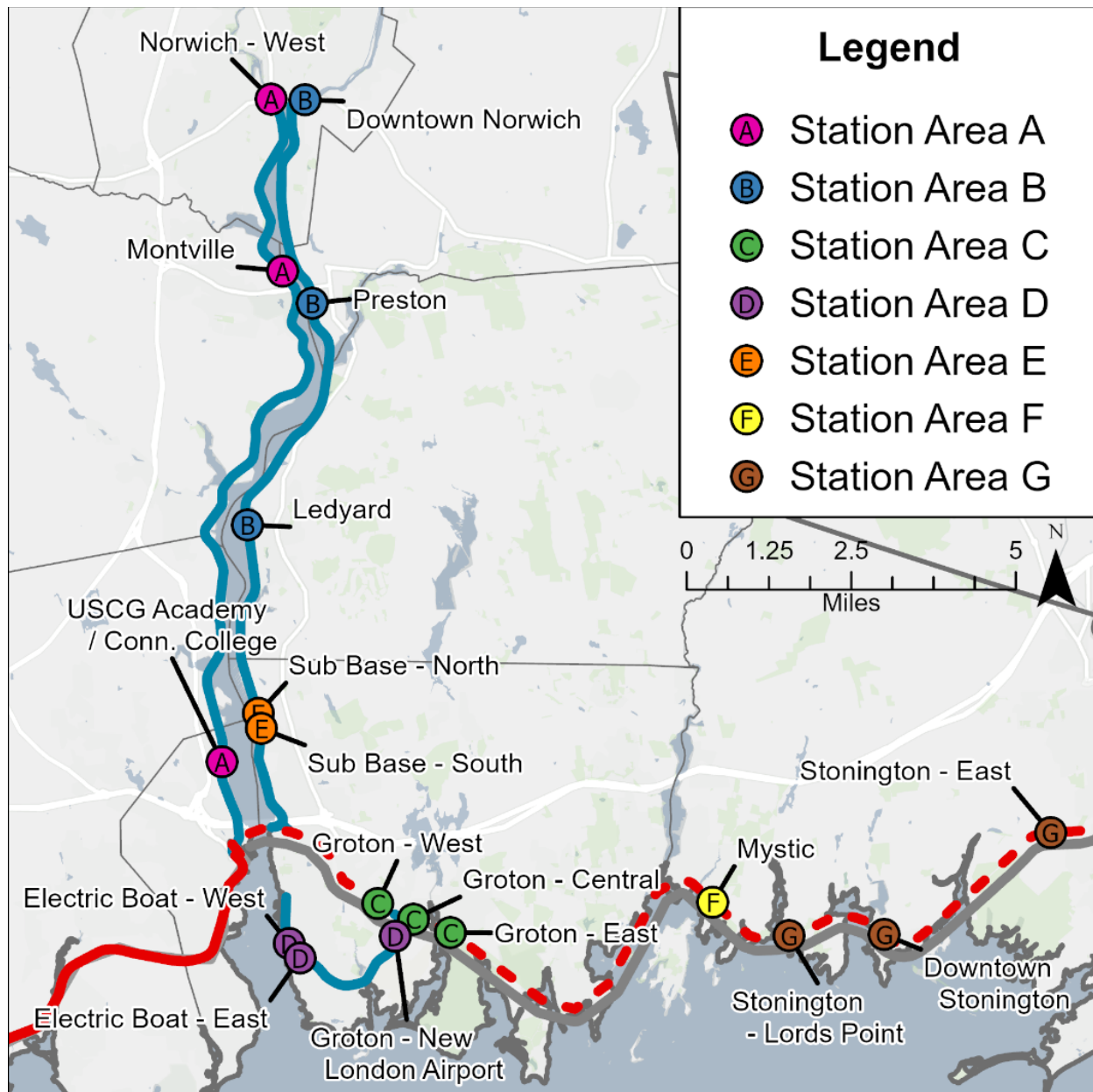
An important task of the Eastern Connecticut Rail and Transit Feasibility Study (ECRTS) is the identification of potential station sites for alternative routing options for Shore Line East passenger rail. This report follows the analysis conducted in the Corridor Capacity Analysis and Service Framework (Appendix E). The corridor capacity analysis confirmed that with certain infrastructure, signal and equipment storage improvements, each of the rail corridors considered in this study (Thames River Corridors East and West, and the Groton Secondary) could host passenger rail service, provided track upgrades, addition of passing sidings and other modifications are implemented. Similarly, an extension of Shore Line East commuter rail service from New London to Westerly on the Northeast Corridor was also deemed technically feasible. This section identifies seven areas that were evaluated for feasibility as rail station sites as described below and shown on the map in Figure 1:

- **Station Area A – Norwich West:** This station area encompasses the totality of the potential western route to Norwich from the existing station in New London, running along the west side of the Thames River utilizing the former New England Central Railroad Line (Palmer Line). The station area includes an assessment of both a terminal station in Norwich as well as potential intermediate stations.
- **Station Area B – Norwich East:** This station area encompasses the totality of the potential eastern route to Norwich from the existing station in New London, crossing the Thames River, and running along the east side of the Thames River utilizing the former Providence and Worcester Line (Norwich Branch). The station area includes an assessment of both a terminal station in Norwich as well as potential intermediate stations.
- **Station Area C – Groton:** This station area is in proximity to the U.S. Route 1 corridor in Groton as part of a potential Shore Line East extension along the Northeast Corridor. The station area assessment identified and analyzed three (3) potential station locations in Groton.
- **Station Area D – Groton Secondary:** This station area is centered on potential branchline service to the Electric Boat/Pfizer complex in Groton. The station area assessment identified two (2) potential station options for the terminus of the service in proximity to the Electric Boat/Pfizer complex, as well as an intermediate stop.
- **Station Area E – Groton Sub Base:** This station area is centered upon an extension of rail service north of New London, providing service to the US Navy Groton Submarine Base (Sub Base) utilizing the former Providence and Worcester Line (Norwich Branch), east of the Thames River. The station area assessment identified and conducted an assessment for two (2) potential sites within or near the Sub Base.
- **Station Area F – Mystic:** This station area is centered upon the Village of Mystic. While Amtrak operates rail service to an existing station in Mystic, the existing station is located on a sharp curve. The curve makes Shore Line East expansion operational feasibility difficult because SLE service uses M8 railcars, which need high-level platforms that require straighter segments than low-level platforms. As such, an alternative location was identified along a straighter segment of track and assessed for a potential station relocation.
- **Station Area G – Stonington:** This station area encompasses the Town of Stonington as part of a potential extension of Shore Line East commuter rail service. A total of three (3) sites were identified and assessed to determine the feasibility of a potential new station in Stonington alongside implementation of service extension.

Intermediate Station

- ✓ *Location of a rail station between the starting point of the rail line (e.g. New London) and the terminus of the line (e.g. Downtown Norwich)*

Figure 1. Potential Station Locations



Within the seven (7) possible station areas, a total of 18 potential station locations were identified, and a high-level, qualitative existing conditions assessment was conducted. This assessment did not identify or analyze potential station locations in Westerly, Rhode Island, or New London, Connecticut, as it was assumed the existing stations in these communities would provide service for any future rail service expansion.

This technical memorandum details the preliminary process to consider and select potential station sites within each station area, as well as a high-level existing conditions assessment including the following:

1. Compatibility with surrounding land uses
2. Environmental Considerations
3. Site Constraints (availability, size, ownership, access, etc.)
4. Operational feasibility
5. Transit-supportive land use
6. Market development potential

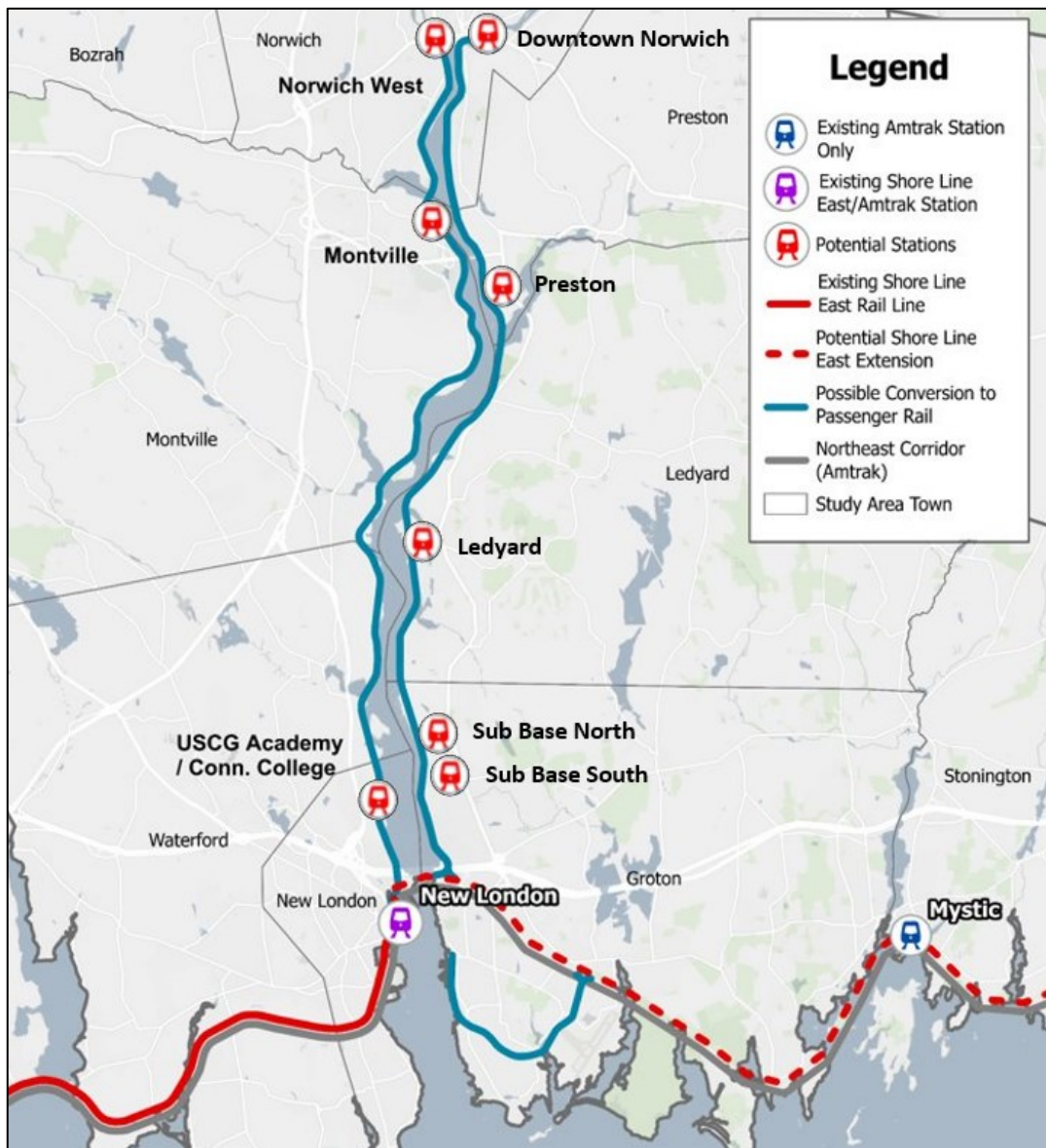
2. Site Selection and Existing Conditions

A high-level review, along with feedback from the Connecticut Department of Transportation (CTDOT), guided the selection of potential sites, which were then investigated for their feasibility through an existing conditions assessment. This section details the selection process and assessment of the seven station areas along with potential station locations.

2.1. Station Area A: Norwich West Routing

For Station Area A, the project team explored potential locations for a terminal station within the City of Norwich for the west routing option as well as for two intermediate stops west of the Thames River (Figure 2). The potential locations included Norwich, Montville, and New London. In this routing scenario, the Norwich station would function as the route terminus, with potential intermediate locations in Montville and New London, selected based on potential ridership demand, economic generators, and operational feasibility.

Figure 2. Potential Thames River Corridor Stations (West and East Sides)

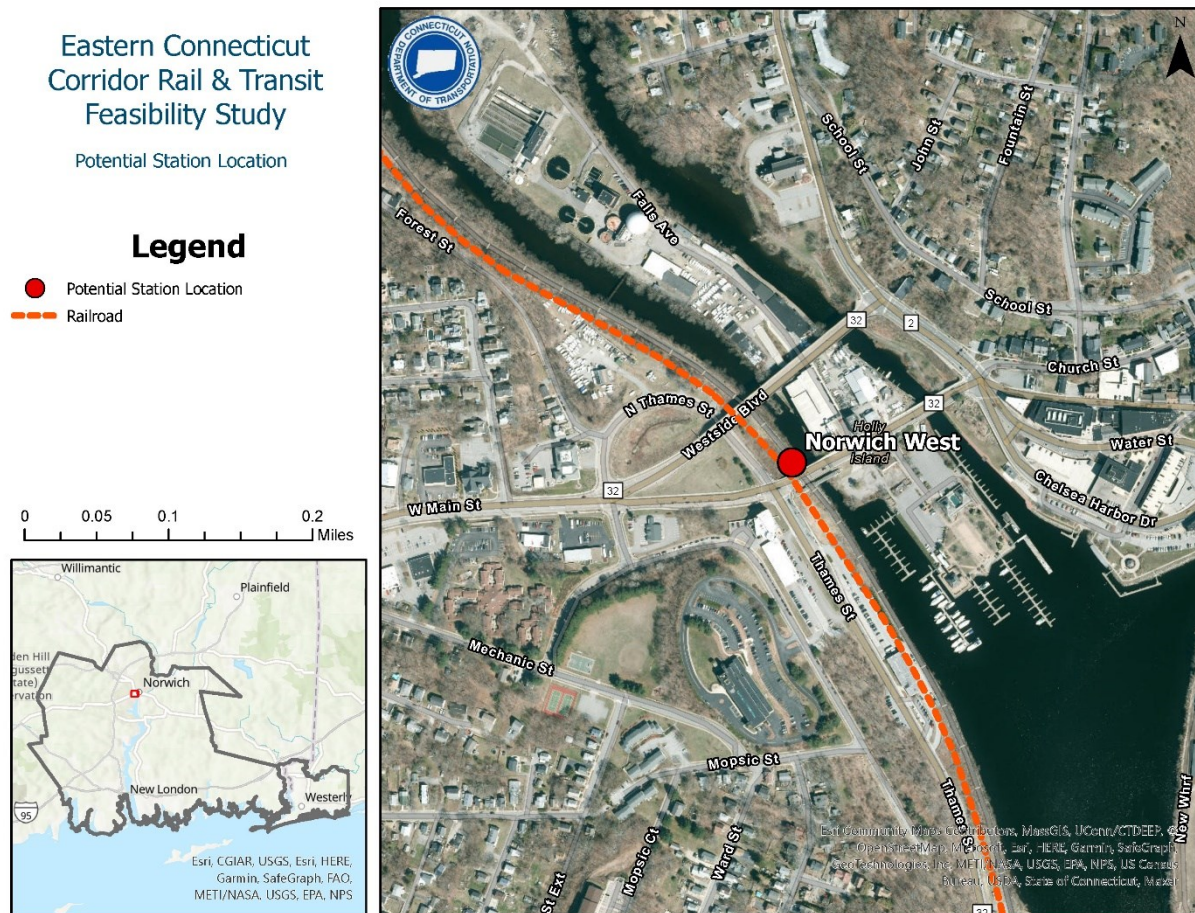


2.1.1. Station Location A-1: Norwich West

Selection Summary

The proposed location for the Norwich Station terminus for the West Routing, located just north of the Norwich Police Department and west of Holly Hock Island, was identified as a potential station location during an initial site visit to the project area. Located within proximity to Downtown Norwich and across the Yantic River from the Norwich Transportation Center, the potential station would provide convenient access to other transportation options and serve as a major regional transit hub (Figure 3).

Figure 3: Potential Station - Norwich West (Location A-1)



Existing Conditions Assessment

Station location A-1 is located on North Thames Street, situated between West Main Street and West Side Boulevard, adjacent to the Yantic River in Norwich. The station falls within the Norwich Urban Enterprise Zone and Norwich Community Development Corporation Opportunity Zone. The site is currently vacant and is zoned as General Commercial. Surrounding land uses include Jenkins Field to the west, commercial properties to the northwest, and the Norwich Police Station and American Ambulance Service to the south. The Norwich Transportation Center and Parking Garage is located directly east across the Yantic River and could be utilized for transfers to local Southeast Area Transit District (SEAT) bus service and parking. The potential site is owned by the Central Vermont Railroad Company, spans approximately 0.41 acres. It is anticipated that the full site would be required for implementation of a station at this location.

Access to the site and ROW are relatively constrained by existing infrastructure, namely the railroad right-of-way (ROW) to the east, North Thames Street to the west, West Side Boulevard to the north, and West Main Street to the south. Additionally, the site may have topographic constraints, with elevation ranging from 10-32 feet moving east to west away from the rail line. The site is positioned in the 100-year Flood Hazard Risk designated area, as it is located next to the Estuarine and Marine Deepwater wetland designation associated with the Yantic River. Lastly, there is a slight track curvature at the station location, which may pose challenges for the operational feasibility of the site.

Several SEAT bus routes make stops within a half-mile of the potential station location including Routes 1, 2, 4, 5, 6, 7, and 9, offering robust connections to local and regional destinations. Proximity to the Norwich Transportation Center and Parking Garage provides an opportunity to support a multimodal connectivity as a hub for passenger rail traffic and commuting between Norwich, New London, and beyond. While there is no existing dedicated bicycle infrastructure serving the site, the existing sidewalk network would require minimal expansion from existing infrastructure on West Main Street, providing pedestrian access between the potential station site, the Transportation Center, and Downtown Norwich. The potential site is also located within a quarter mile of the Shetucket River Greenway Extension and the Yantic River Greenway, further expanding multimodal connectivity and recreational potential at this location.

2.1.2. Station Location A-2: Montville

Selection Summary

This potential intermediate station's location was selected due, in large part, to the market opportunity associated with the Mohegan Sun Resort and Casino in the Town of Montville. The existing parking facilities near the proposed station location offer a potential partnership opportunity with the municipality and tribal representatives.

Figure 4: Potential Station - Montville (Location A-2)



Existing Conditions Assessment

Station location A-2 is located at 236 Fort Shantok Road in Montville (Figure 4Error! Reference source not found.), adjacent to the Mohegan Sun Resort and Casino complex and designated Tribal Lands. The site is currently vacant and is zoned as Commercial. Surrounding land uses are related to the casino, primarily for parking. The site is owned by the Southeastern Connecticut Regional Resources Recovery Authority and sits on 8.4 acres of land. While surrounded by designated Tribal Lands, this parcel does not fall under this designation. It is anticipated that only a portion the full site would be required for implementation of a station at this location.

The access road to the Mohegan Sun garage, north of Mohegan Sun Boulevard, provides ingress to the site, which is constrained by railroad ROW to the east, a recreational vehicle (RV) parking lot and access road to the west, a parking garage to the north, and the Bus and Truck Parking Lot to the south. Additionally, the site may have some minor topographic constraints, as there is a slight slope approaching the rail line and the river to the east. The site falls within the Federal Emergency Management Agency (FEMA) Area of Minimal Flood Hazard and is sited next to the Estuarine and Marine Deepwater wetland designation associated with the Yantic River, as well as a small Freshwater Pond designated area within the site. The track in proximity to this location is relatively straight so it is likely operationally feasible.

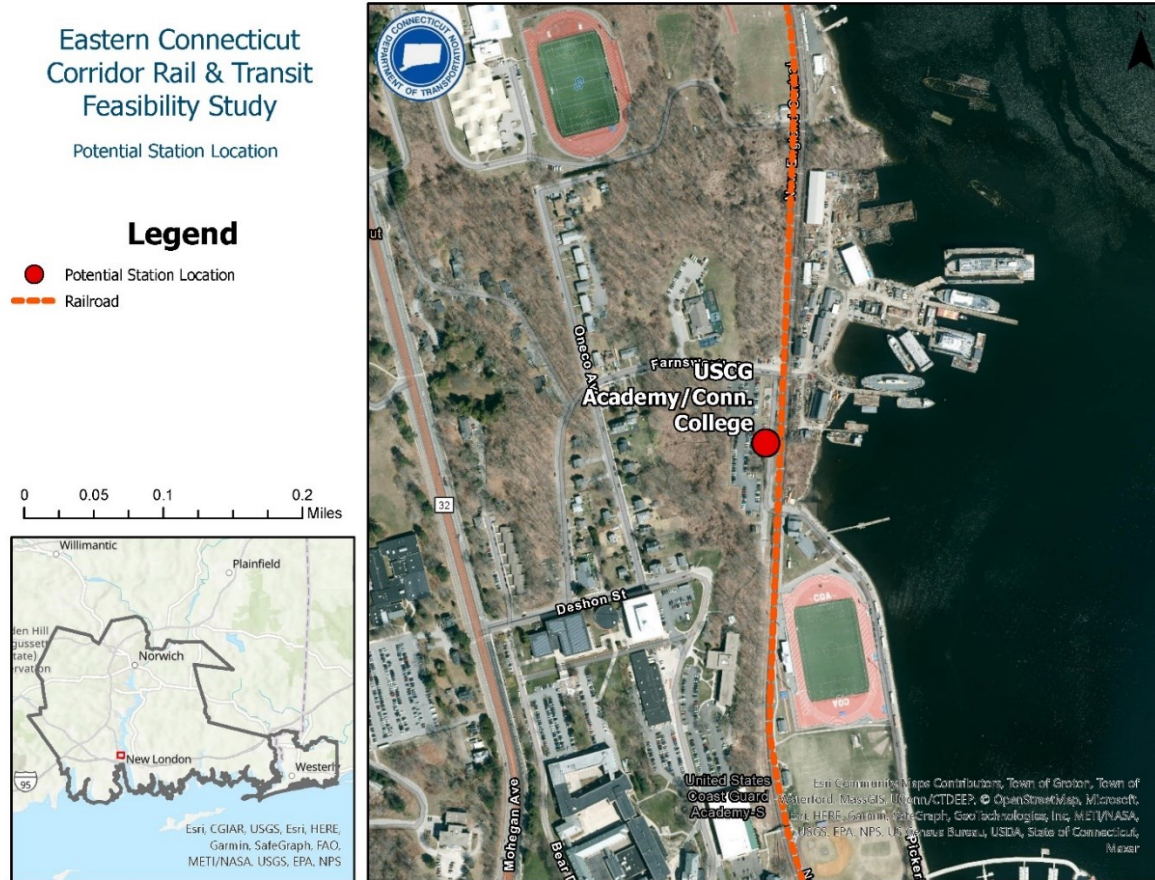
SEAT Routes 1 and 7 make stops within a half-mile of the potential station despite not providing direct service to the site. SEAT provides service to and from Mohegan Sun and could offer potential local and regional connections for a possible station at this location. Partnerships with Mohegan Sun and the tribal community may allow for shared parking via the existing facilities. There is little to no existing pedestrian or bicycle infrastructure in the area.

2.1.3. Station Location A-3: U.S. Coast Guard Academy/Connecticut College

Selection Summary

The second potential location for an intermediate station along the western corridor was identified in proximity to the United States Coast Guard Academy (USCGA) and Connecticut College campuses in New London. This location would provide students, faculty, and staff for these major institutions with alternative methods of transportation when traveling to and from their respective campuses.

Figure 5: Potential Station - U.S. Coast Guard Academy/Connecticut College (Location A-3)



Existing Conditions Assessment

Station location A-3 is located off of Farnsworth Street in New London, in proximity to both Connecticut College and the USCGA (Figure 5). The site is currently used as a parking lot and is zoned Institutional. Surrounding land uses are primarily utilized by the USCGA and include the adjacent parking lot, Old Thames Shipyard, USCGA Rowing Center, and Nelson W. Nitchman Field, the USCGA's athletic field. The site is owned by the United States government and is part of a 75-acre parcel. Only a portion of the full site would be required for implementation of a station at this location, which will require significant coordination with the U.S. Coast Guard Academy and other federal agencies.

Entry to the site would be via Farnsworth Street, which is primarily accessed by Mohegan Avenue Parkway (CT-32). The site is constrained by the railroad ROW to the east, a forested area to the west and south, and Farnsworth Street to the south. The site is relatively flat, and a station could be implemented with few topographic constraints. The site straddles both FEMA 0.2% and 1% Annual Chance Flood Hazard designated areas, given its proximity to the Thames River. There are no anticipated wetland impacts at this location. The rail track in proximity to this location is relatively straight so it is likely operationally feasible.

While it does not provide direct service to the potential station site, SEAT Route 1 makes stops within a half-mile of the potential station location and could provide potential local and regional bus connections for a station at this location. Existing sidewalks could be expanded to provide pedestrian connections to key populations including Connecticut College and The Williams School, as well as other local residential and

institutional communities. The USCGA is a gated institution, so ingress and egress would be a critical factor to be addressed for rail passengers traveling to, from, and through the USCGA campus.

2.2. Station Area B: Norwich East Routing

For Station Area B, the project team identified a terminal station within the downtown area of the City of Norwich for the east routing option as well as two intermediate stops east of the Thames River. Downtown Norwich, Preston, and Ledyard were included in the existing conditions assessment. In this routing scenario, the downtown station would function as the route terminus, with the potential for two intermediate station locations in the Town of Preston and the Town of Ledyard, with a potential stop at the Groton Sub Base.

2.2.1. Station Location B-1: Downtown Norwich

Selection Summary

Located at the historic Norwich Train Station on Main Street, this proposed location offers significant potential due to the existing infrastructure and historic use as a station for historic rail lines running through the area, as well as its location within the downtown Norwich economic center.

Figure 6: Potential Station - Downtown Norwich (Location B-1)



Existing Conditions Assessment

Station location B-1 is located at 10 Railroad Avenue, just off of Main Street in Downtown Norwich (Figure 6). The proposed station location is the current home of the Norwich Bulletin and is zoned under the Chelsea Central Commercial District. Surrounding land uses are primarily commercial businesses on Main Street, with residential communities to the north and west. The site is privately owned by the Lord Family Nominee Trust and spans 0.4 acres. Considering the history of the location as a former train station, the consideration of transition back to functionality is logical. Initial analyses indicate that the existing parking lot may be state-owned, as the study team observed several vehicles from the state-owned fleet were parked at this location.

The site is accessible via Main Street, which connects to several state routes including CT-32, CT-2, and CT-12, providing those living and working north of Norwich access to the regional rail system to the south. There are no anticipated access or ROW constraints to the site, and topography does not appear to provide any added challenges. The site is within FEMA's 0.2% Annual Chance Flood Hazard designated area, given the proximity to the Shetucket River. There are no anticipated wetland impacts at this location. The track in proximity to this location is relatively straight adjacent to the former station site, but is curved both north and south of the site, so there could be some operational challenges.

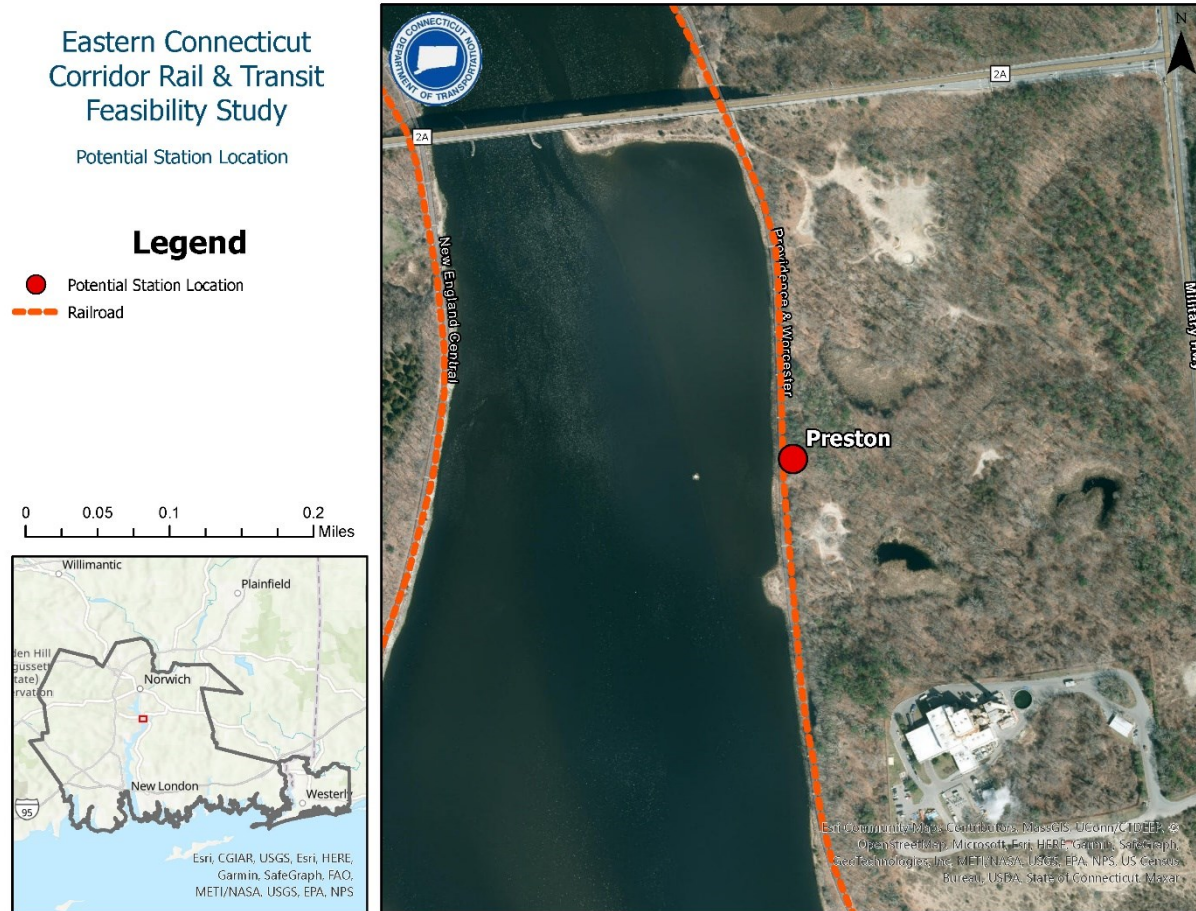
SEAT operates several routes that would provide connections to the proposed station location, including Routes 7 and 982 via Main Street, as well as Route 4 via Viaduct Road. A partnership with SEAT could add a stop at the Railroad Landing parking lot, to provide service to station parking and easy connections to bus service for commuters. Existing stops on Main Street for Routes 7 and 982 would provide connectivity and improve transit connections at the anticipated terminus of any service implemented on the east side of the river. While there is no dedicated bicycle infrastructure in the area, there is an extensive sidewalk network on Main Street. Furthermore, with coordination between state and local entities, the feasibility of bicycle infrastructure along Viaduct Road could be investigated and could also improve multimodal connectivity.

2.2.2. Station Location B-2: Preston

Selection Summary

A potential location for an intermediate stop along the western routing was identified in the Town of Preston. This location would also provide possible shuttle access to the Mohegan Sun Resort and Casino, tapping into the market potential there. The site is adjacent to Route 2A, crossing the Thames River at Mohegan Pequot Bridge, in close proximity to the Laurel Hill Park & Ride, which could be reconfigured to work alongside any future transit hub and offer service to residential communities to the east (Figure 7).

Figure 7: Potential Station - Preston (Location B-2)



Existing Conditions Assessment

Station location B-3 is located at 102 Military Highway (CT-12) within the Town of Preston. The site and much of its surrounding area are currently vacant and are zoned under the Thames River Development District. The 31-acre parcel is publicly owned by the Town of Preston. A high profile mixed-use development, the Preston Riverwalk, has been proposed for this parcel and five other surrounding parcels as a development campus. Preston Riverwalk offers the opportunity to partner with a developer in the implementation of a future rail station at this location, thereby increasing development potential and desirability while improving job access for residents throughout the region. The site is also located within a designated environmental justice (EJ) community and would improve mobility and access for vulnerable populations. Mitigation to ensure no adverse impacts or burdens to the EJ community would be necessary for any potential station at this location.

Military Highway, a major north-south corridor offering regional and local connection to Route 2A and I-395, would provide primary access to this site. No major access or ROW constraints are anticipated for this site; however, there may be topographic concerns due to significant elevation rise in the middle of the parcel. There are several wetland areas within the site, but implementation of a station and infrastructure could occur with minimal impacts to those resources. The site is within FEMA's 0.2% Annual Chance Flood Hazard (Minimal Flood Hazard) designated area, given the proximity to the Thames River. The rail track in proximity to this location is relatively straight, so there are no known concerns regarding operational feasibility.

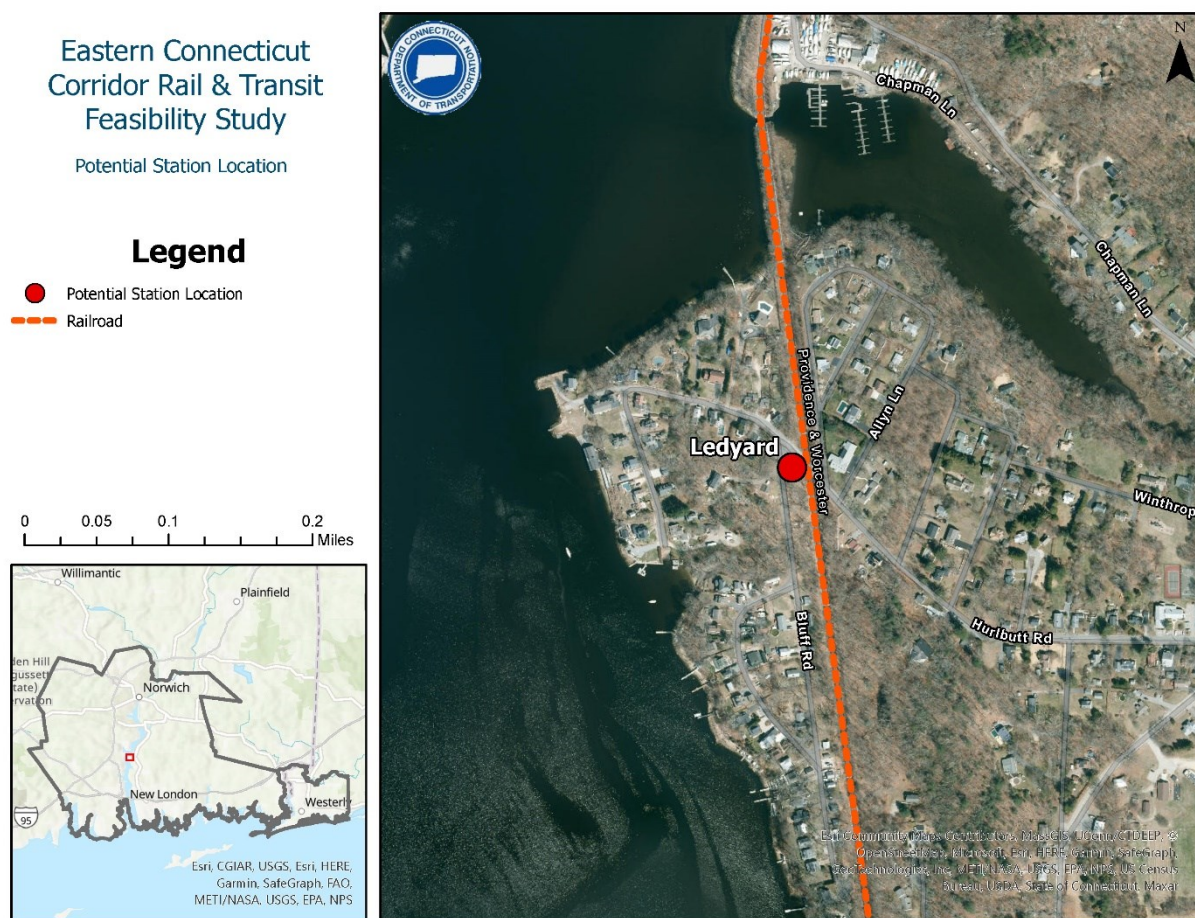
SEAT Route 2 makes stops approximately one-half mile north and south of the potential station location. Coordination with SEAT could result in the implementation of a bus stop at this potential future station location. There is currently little to no existing pedestrian or bicycle infrastructure in the area, and the lack of nearby local destinations aside from Mohegan Sun may hinder any expansion of non-motorized facilities prior to the implementation of the Preston Riverwalk project. Mixed-use development in the surrounding area may drive implementation of these resources, with the potential for expansion across the river to the Mohegan Sun area.

2.2.3. Station Location B-3: Ledyard

Selection Summary

A potential location for an intermediate stop on the potential east routing was identified adjacent to Hurlburt Road in the Village of Gales Ferry, within the Town of Ledyard. The Village of Gales Ferry is one of the few commercial hubs within proximity to the potential rail line on the east side of the river, offering utility as a destination while serving residential populations in the area. The commercial hub is located along CT-12, which provides north-south connectivity between Norwich and Groton and could be supplemented with rail service (Figure 8).

Figure 8: Potential Station - Ledyard (Location B-3)



Existing Conditions Assessment

Station location B-3 is located near the intersection of Hurlburt Road and Bluff Road, approximately 0.4 miles west of the Village of Gales Ferry and Kings Highway (CT-12). Parcel data was not readily available for this site;

however, it appears to be designated as ROW and is presumably publicly owned by either the Town or the State. The site is within the Residential R-20 zoning district and is a vacant wooded area. Surrounding uses are primarily low density residential, with local commercial hubs to the east and the Gales Ferry Marina to the north.

Hurlburt Road and Kings Highway would provide primary access to the site. Existing roadways may not be designed to accommodate potential increased levels of traffic associated with the implementation of a new regional rail station as they currently serve residential areas. The site is relatively flat, reducing topographic challenges. The site located within a FEMA Area of Minimal Flood Hazard designation and is not within any designated protected wetland area. The rail track in proximity to this location is relatively straight, so there are no known concerns regarding operational feasibility of a station at this location.

SEAT Route 2 makes a stop in Gales Ferry. The proximity of Gales Ferry may provide the opportunity for multimodal connections in the future; however, there is currently little to no existing pedestrian or bicycle infrastructure (or plans for funding future infrastructure) between the Gales Ferry commercial center and the potential station location.

2.3. Station Area C: Groton

The analysis for Station Area C consisted of identifying three (3) potential stop locations along the Northeast Corridor within Groton that would be associated with possible Shore Line East service expansion (Figure 9). It is anticipated that, in the event of service implementation, a station would be constructed at one of these three locations, based upon the existing conditions, operational feasibility, and market potential of the site. Generally, all three locations are adjacent to the U.S. Route 1 commercial corridor.

Figure 9. Potential Mainline SLE Stations



2.3.1. Station Location C-1: Groton West

Selection Summary

Station location C-1 is the westernmost location in Groton and was selected in large part due to its proximity to U.S. Route 1, which is a major regional commercial corridor, as well as nearby residential communities, and its location in designated enterprise/development zones, providing opportunities for potential future ridership demand (Figure 10). Based on discussion with Amtrak, the site would not require track reconfiguration.

Figure 10: Potential Station - Groton West (Location C-1)



Existing Conditions Assessment

Station location C-1 is located at 840 Poquonock Road, in Groton, approximately 0.1 miles south of U.S. Route 1. It is located within both the Groton Enterprise Zone and Airport Development Zone. The current land use of the site is a commercial car wash and is zoned as Neighborhood Commercial. Adjacent land uses are primarily commercial and include a gas station and auto body shop, as well as a welding company. Directly across Poquonock Road from the site is a manufacturing company. A large commercial shopping center with a grocery store is located northeast of the site alongside the U.S. Route 1 corridor, a major regional commercial corridor. The 0.98-acre site is privately owned. It is anticipated that the full site would be required for implementation of a station at this location.

Site access is relatively robust, as it sits between US Route 1 to the north and CR-649 (Poquonock Road/High Rock Road) to the south. While the site itself is flat, the existing rail ROW is located above grade and would require site

modification to provide access. The site is situated in the 500-year (0.2% annual chance) flood risk designated area and within 500 feet of two Freshwater Forested/Shrub Wetland designated areas.

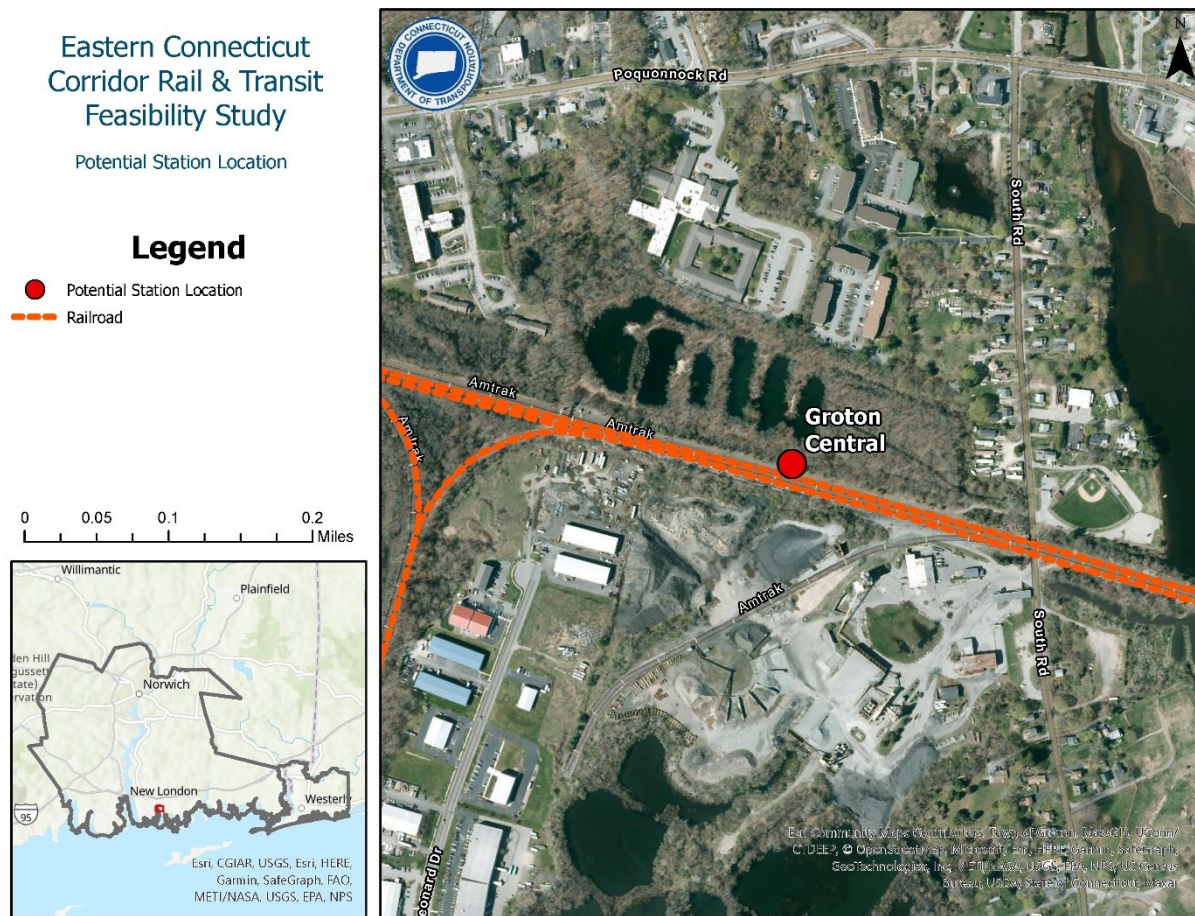
Existing SEAT bus service (Route 11) operates in relative proximity to the station, with stops within 1,000 feet serving destinations such as the Avery Point Campus of the University of Connecticut, the Groton Square Shopping Center, several multifamily residential complexes, and other institutional destinations. SEAT Route 108, which provides regional service between New London and the Foxwoods Resort & Casino complex, offers additional regional connections. While there is no existing dedicated bicycle infrastructure presently serving the site, the existing sidewalk network would provide opportunities for non-motorized site access from U.S. Route 1 to the north.

2.3.2. Station Location C-2: Groton Central

Selection Summary

The second location, C-2, is adjacent to South Road. While not centrally located in a commercial hub, this location offers more open space for the design and implementation of a station hub. The site is located east of the historic rail wye and would likely require a connection to this critical rail infrastructure (Figure 11). Based on discussion with Amtrak, the side track to the wye would need to be moved out of the way to accommodate an eastbound platform.

Figure 11: Potential Station - Groton Central (Location C-2)



Existing Conditions Assessment

Location C-2 sits approximately a quarter mile south of U.S. Route 1. It is located within both the Groton Enterprise Zone and Airport Development Zone. The site is currently vacant and is zoned as Mixed-Use Village Center. Adjacent land uses vary, with Freshwater ponds to the west, a nursing home to the north, a baseball field to the east, and Tilcon (a major concrete supplier) across the rail ROW to the south. The 16.24-acre site is publicly owned by the Town of Groton. It is anticipated that only a portion of the full site would be required for implementation of a station at this location.

The site features robust access via South Road (CT-649) and U.S. Route 1 and has little to no topographic constraints. Location C-2 is positioned within the FEMA AE Flood Zone with a base elevation level of 10 feet. There may be wetland constraints as the site is located in proximity to a Freshwater Forest/Shrub Wetland designated area and within 500 feet of several freshwater ponds.

Existing SEAT bus service runs along U.S. Route 1, close to the potential station location. Route 11 provides local service to destinations such as the Avery Point Campus of the University of Connecticut, the Groton Square Shopping Center, several multifamily residential complexes, and other institutional destinations, and Route 108, which provides regional service between New London and the Foxwoods Resort & Casino complex, offers additional regional connections. There is currently no existing dedicated bicycle or pedestrian infrastructure serving the site.

2.3.3. Station Location C-3: Groton East

Selection Summary

The last potential location, C-3, is the easternmost location, situated east of the Poquonock River (Figure 12). This location was selected for its proximity to the existing Amtrak Maintenance Base, offering coordination opportunities. Based on discussion with Amtrak, the side track to the wye would need to be moved out of the way to accommodate an eastbound platform. This site could provide regional connections, with its proximity to Depot Road, Bluff Point State Park, and residential communities.

Figure 12: Potential Station - Groton East (Location C-3)



Existing Conditions Assessment

Station location C-3 is located at 15 Industrial Drive, situated off of Depot Road approximately one-third of a mile south of U.S. Route 1. It is located within both the Groton Enterprise Zone and Airport Development Zone. The site is mostly vacant with some transit adjacent uses and is zoned as General Industrial. Adjacent land uses vary, with residential communities and the Groton Community Center to the north, an Amtrak Maintenance Base to the east, Bluff Point State Park to the south, and the Poquonock River Boardwalk to the west. The 2.71-acre site is privately owned by Amtrak. It is anticipated that only a portion of the full site would be required for implementation of a station at this location, but the full site could provide additional mixed-use or transit related utility, such as parking or small-scale retail. Significant coordination with Amtrak would be required for any potential station at this location.

U.S. Route 1 and Depot Road provide access to the site as well as to Bluff Point State Park. The site itself is generally flat, with little to no topography constraints expected. The site is situated with the FEMA X Flood Zone (0.2% annual flood chance hazard). There are no wetland impacts associated with this site.

Existing SEAT Bus Route 108 service runs along U.S. Route 1 in proximity to the potential station location. Route 11 operates in proximity to the site via Depot Road and Midway Oval, providing local service to destinations such as the Avery Point Campus of the University of Connecticut, the Groton Square Shopping Center, several multifamily residential complexes, and other institutional destinations. There is currently no existing dedicated bicycle infrastructure in proximity to the location; however, existing sidewalks on Depot Road could be extended

to provide additional connections between the potential station location and the bus routes operating nearby, as well as the Route 1 corridor.

2.4. Station Area D: Groton Secondary

The assessment of Station Area D included the identification of potential station locations along a potential branchline, offering service to the Electric Boat/Pfizer complex along the Groton Secondary Spur track. This analysis included a total of three (3) potential station sites: including two potential terminus stops and one intermediate stop (Figure 13).

Figure 13. Potential Groton Secondary Station Locations

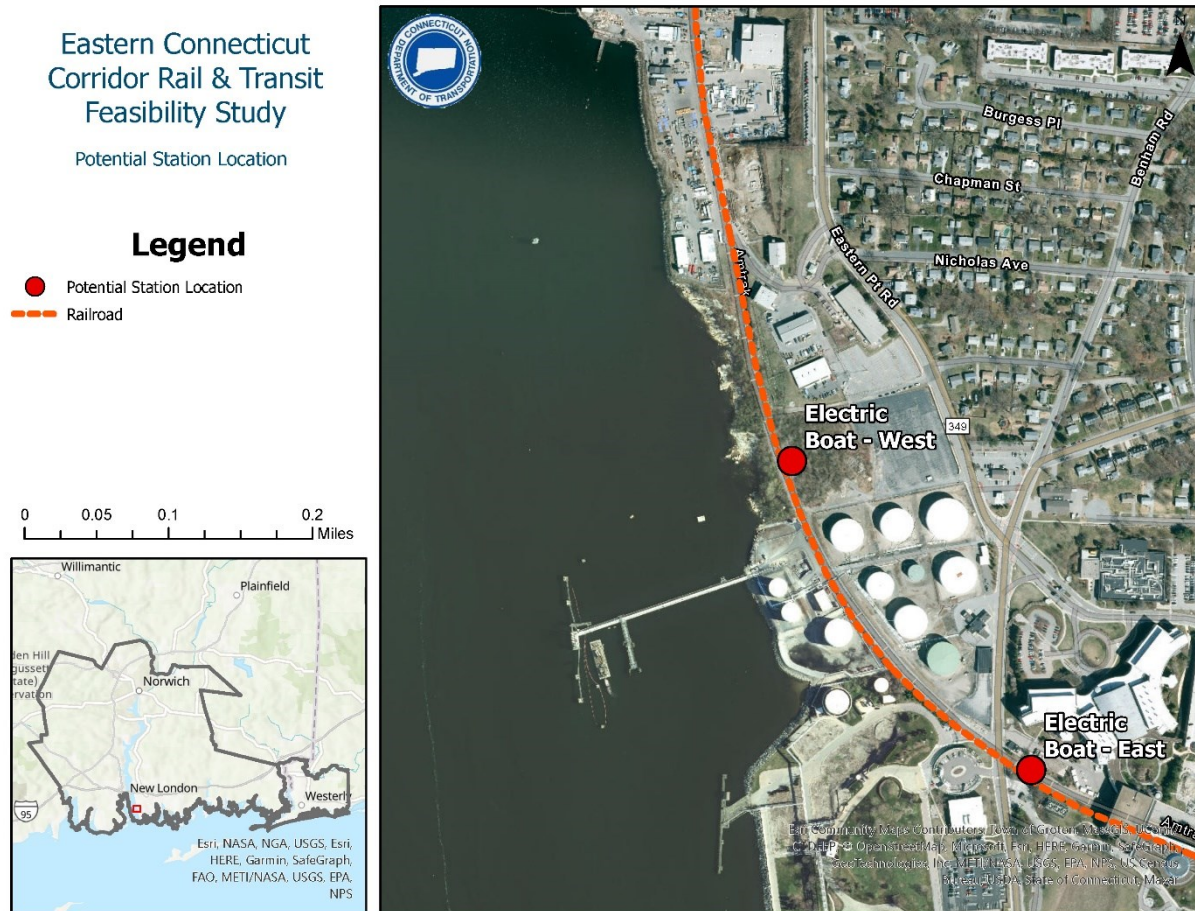


2.4.1. Station Location D-1: Electric Boat West

Selection Summary

The westernmost potential terminus location for a station serving the Electric Boat complex is located adjacent to a surface parking lot on Eastern Point Road. Located at the southern end of the complex, this location could provide transit or other transportation connections directly north into the complex while also serving a large residential community to the northeast.

Figure 14: Potential Station - Electric Boat West (Location D-1)



Existing Conditions Assessment

Station location D-1 is located at 443 Eastern Point Road (CT-349), in proximity to the Thames River and New London Harbor, near the southern end of the Electric Boat/Pfizer complex (Figure 14). It is located within the Groton Enterprise Zone, Coastal Area Management Zone, and Airport Development Zone. The portion of the site identified as a potential station location is currently vacant and adjacent to an existing parking lot and is zoned as Industrial/Technology under the City of Groton Zoning. Surrounding land uses include Electric Boat to the north, a parking lot and residential community to the east, the rail ROW to the west, and fuel storage tanks to the south (within the same parcel). The site is privately owned by Buckeye Terminals, LLC and spans 17.4 acres. It is anticipated that only a portion of the full site would be required for implementation of a station at this location.

Access to the site as well as to the ROW is relatively constrained by existing infrastructure, namely the railroad ROW to the west, the access road to the north, the existing parking lot to the east, and the fuel storage tanks to the south. A potential station at this location would be served primarily by Eastern Point Road and the existing access road. Topographic constraints appear to be minimal, with relatively flat topography on the site. There are no wetland or flood zone designations at this site. There is track curvature at the station location, which may pose challenges for the operational feasibility of the site.

No current SEAT bus routes make stops within a half-mile of the potential station location. However, a shuttle serving the many employment centers in the area could be implemented in the future alongside a potential station location. While there is no existing dedicated bicycle infrastructure serving the site, the existing sidewalk network would require minimal expansion from existing infrastructure on Eastern Point Road, providing pedestrian access between the potential station site, the residential communities to the east, as well as Electric Boat, Pfizer and the other employment hubs in the area.

2.4.2. Station Location D-2: Electric Boat East

Selection Summary

Located approximately 1,500 feet southeast of the westernmost location, this potential location is further south along Eastern Point Road, proximate to Pfizer institutional and research facilities. The proximity to these major institutions would provide a station site that could be utilized by both employees and residential communities to the northeast.

Figure 15: Potential Station - Electric Boat East (Location D-2)



Existing Conditions Assessment

Station location D-2 is located within the Pfizer Research and Development complex off of Eastern Point Road in Groton (Figure 15**Error! Reference source not found.**). It is located within the Groton Enterprise Zone, Coastal Area Management Zone, as well as the Airport Development Zone. The location is part of a large research and development campus owned and operated by Pfizer, and the surrounding land uses are primarily related to these facilities. The potential location straddles the zoning boundary between two defined municipal land uses - Information/Technology Zone and the Technology Campus Zone. While the parcels are extremely large and are valued quite high, it is anticipated that only a small portion of the full parcel would be required for implementation of a station at this location. Significant coordination with Pfizer would be required for any station implementation at this location.

This location is extremely constrained by existing infrastructure and buildings and would require significant investment and coordination with Pfizer to implement successfully. It appears from initial considerations existing infrastructure would need to be relocated to allow for any future station construction. While the ROW may pose significant challenges, the topographic layout of the site appears to pose minimal challenges. Similarly, no wetland or flood zone impacts are expected at this location. There is a slight track curvature at the potential station location which may pose some challenges for the operational feasibility of the site.

There are no current SEAT bus routes that make stops within a half-mile of the potential station location, however a shuttle serving the many employment centers in the area could be implemented in the future alongside a potential station location. While there is no existing dedicated bicycle infrastructure serving the site, the existing sidewalk network would require minimal expansion from existing infrastructure on Eastern Point Road, providing pedestrian access between the potential station site, the residential communities to the east, as well as Electric Boat, Pfizer, and the other employment hubs in the area.

2.4.3. Station Location D-3: Groton – New London Airport

Selection Summary

Identified as a potential intermediate stop for branchline service to Electric Boat, this site was selected for further investigation due to its proximity to Groton-New London Airport. This location presents a unique opportunity in the region to link regional train service with a regional airport, offering multimodal service beyond what could be offered through rail alone. It is anticipated that a future station at this location could encourage collaboration between the state entities to encourage and support additional multimodal connections.

Figure 16: Potential Station - Groton - New London Airport (Location D-3)



Existing Conditions Assessment

Station location D-3 is located off of Tower Avenue (CT-649), situated between the rail ROW and residential properties on Gatti Drive and Cranston Drive (Figure 16Error! Reference source not found.). It is located within the Groton Enterprise Zone, Coastal Area Management Zone, as well as the Airport Development Zone, and within a quarter mile of the Groton-New London Airport. According to the airport's website, it serves "general aviation, business, recreational and tourist-related demand in southeastern Connecticut". The potential station site is currently vacant and is zoned as General Industrial. Surrounding land uses include residential properties to the north and west and the rail ROW to the east. The site is owned by the State of Connecticut Airport Authority and spans 2.51 acres. It is anticipated that the full site would be required for implementation of a station at this location, with a station located at the northern end of the parcel and an access road running from Tower Avenue to the station site from the south.

Access to the site and ROW are relatively constrained by existing infrastructure and land uses, namely the railroad ROW to the east, residential properties to the north, and Tower Avenue to the south. The site may have topography constraints at the northern end. There are moderate impacts to designated Freshwater Forested, Shrub Wetland, and Riverine wetland areas at the site that would need to be considered prior to any station implementation. The site is also located within the 100-year flood risk (1% Annual Flood Risk) designation. The track appears to be relatively straight at this location, posing few challenges for the operational feasibility of the site.

No existing SEAT bus routes operate within proximity to the potential station location; however, there is an opportunity to coordinate with the service provider to extend existing bus service running on U.S. Route 1 in the event of station construction. As mentioned previously, this station location would provide the unique regional opportunity to offer multimodal connections with the nearby airport, to support their goals of providing regional access for recreation, business, and other uses. This transit connection would expand these opportunities throughout the region in the event of expanded train service in southeast Connecticut. There is no existing dedicated bicycle or pedestrian infrastructure serving the site.

2.5. Station Area E: Groton Sub Base

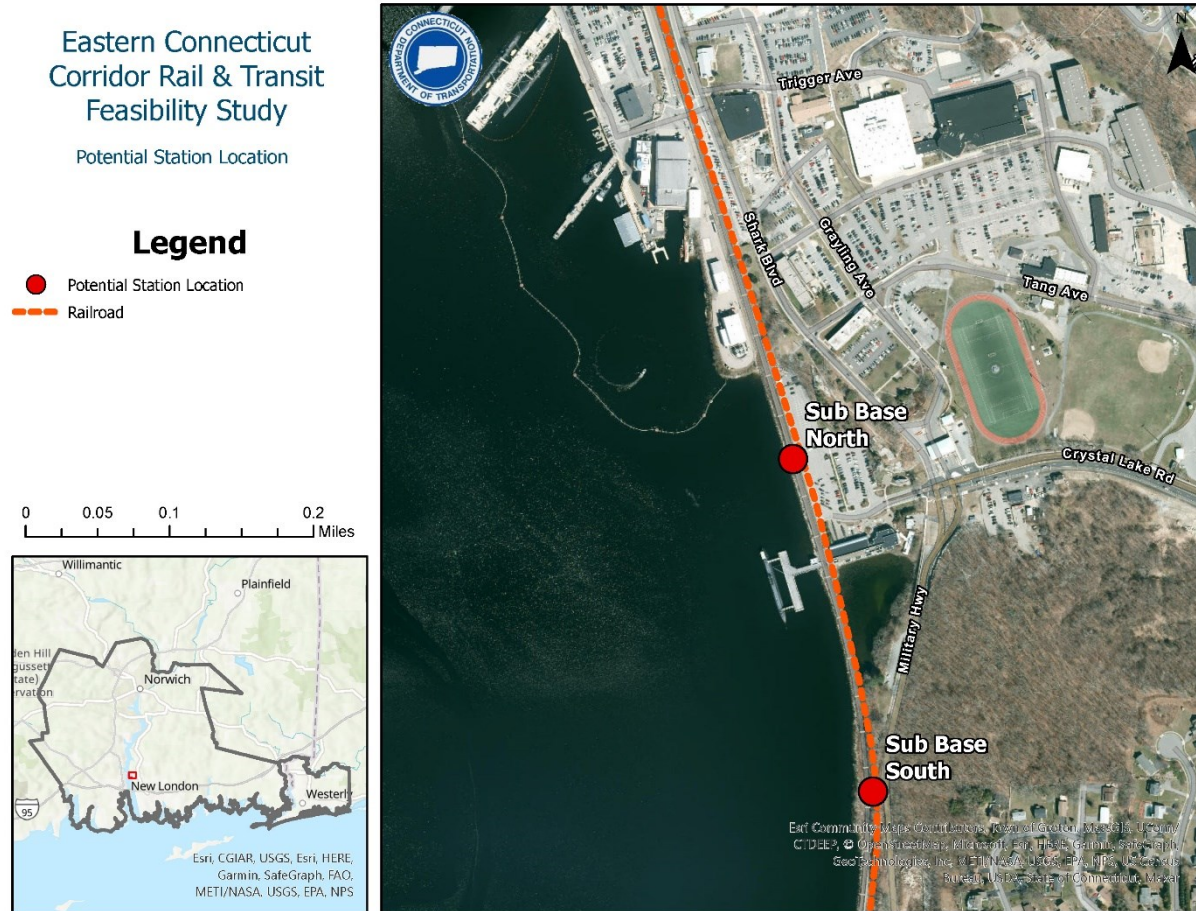
The assessment of Station Area E included the identification of potential station locations along potential branchline service on this historic New Haven Railroad Line/former Providence and Worcester line/Norwich Branch, offering service to the Groton Sub Base. This analysis included a total of two (2) potential station terminus sites.

2.5.1. Station Location E-1: Groton Sub Base North

Selection Summary

A potential station location was identified within an existing surface parking lot in proximity to the Naval Submarine Base Entrance in Groton, located at the end of Crystal Lake Road near the Submarine Force Library & Museum. The site provides the most efficient and convenient access to the sub base, offering an opportunity for coordination with the federal government. The location could utilize existing infrastructure and support transit opportunities for military personnel, base staff, and visitors.

Figure 17: Potential Station - Groton Sub Base North (Location E-1)



Existing Conditions Assessment

Station location E-1 is located at the end of Crystal Lake Road within the parking lot adjacent to the Submarine Force Library & Museum in Groton, CT (Figure 17~~Error! Reference source not found.~~). It is located within Groton's Coastal Area Management Overlay Zone, which establishes setback requirements for new buildings.¹ It is also located approximately one-half mile west of Groton's Opportunity Zone. The station is located within a distressed municipality, as classified by Connecticut's Department of Community Economic Development (DECD).² A distressed municipality is one that DECD, through a weighted comparison of economic and demographic factors, designates as among the most fiscally and economically distressed in the state. The site presently is a parking lot and its surrounding land uses are the Submarine Force Library and Museum to the South and the Naval Submarine Base New London to the north and east. These adjacent land uses are all owned by the federal government; the sub base is a gated/restricted institution, so ingress and egress would be a critical factor to be addressed for rail passengers traveling to, from, and through the sub base campus.

With the Sub Base to the north and east, the Thames River to the west, and Goss Cove to the south, the site is constrained to the existing extents of the Submarine Force Library and Museum parking lot. The parking lot is approximately 1.80 acres and contains 186 parking spots, including 6 handicap-accessible spaces and 4 bus

¹ Special Zones – Groton. (2013). Retrieved June 30, 2022, from Cityofgroton.com website: <https://cityofgroton.com/government-services/departments/building-and-zoning/ped/5-special-zones/#1572690813297-cd02bf58-fbbe>

² Distressed Municipalities. (2021). Retrieved June 30, 2022, from CT.gov - Connecticut's Official State Website: https://portal.ct.gov/DECD/Content/About_DECD/Research-and-Publications/02_Review_Publications/Distressed-Municipalities

parking spaces. There is an additional 200-foot-long pick-up/drop-off lane, which is parallel to the fence separating the rail corridor from the parking lot. The lot is used for visitor and employee parking.

The site is flat, especially within the existing railroad ROW, and as such, topographical concerns should be limited for this site. The southern portion of the site is situated in the 100-year FEMA flood risk designated area and the northern portion of the site is located within the 500-year FEMA flood risk designated area.

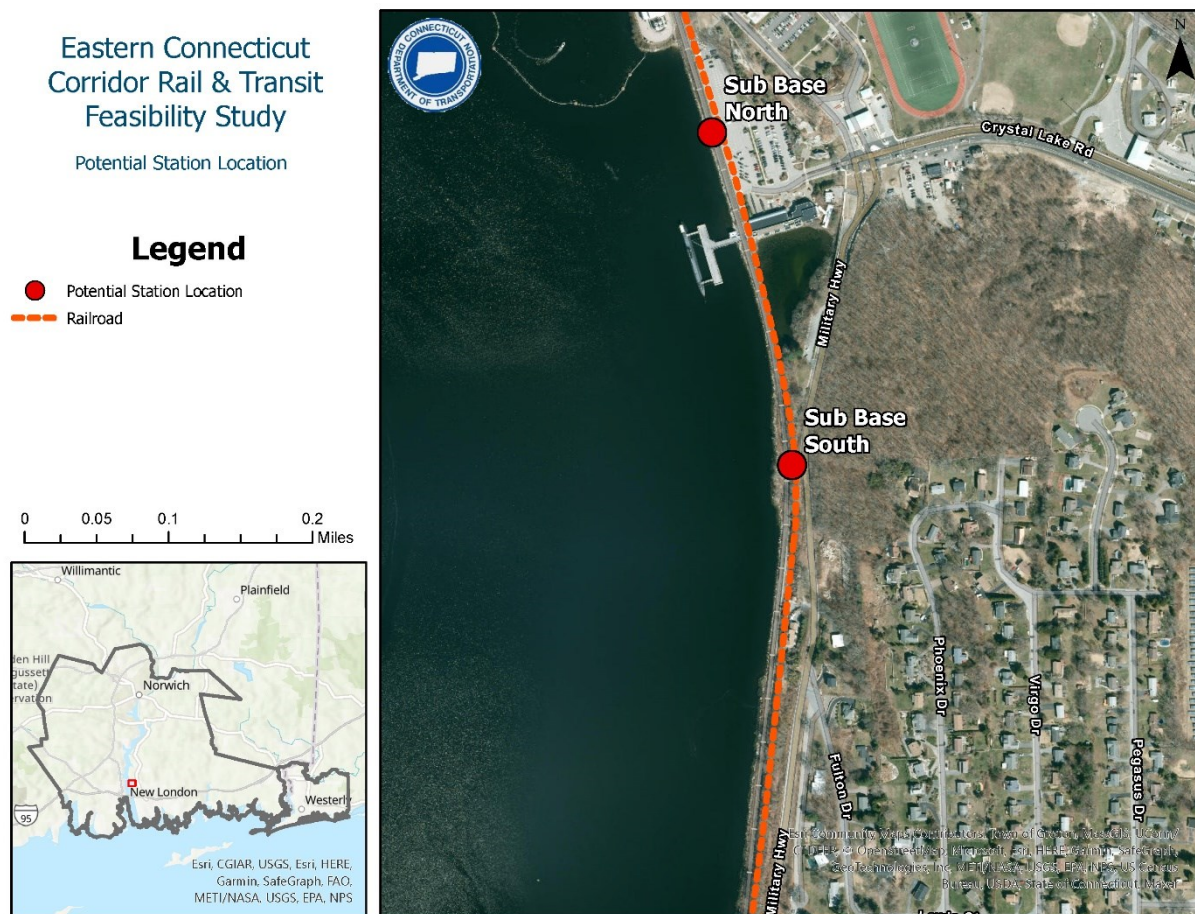
One SEAT bus route, Route 2, makes stops within a half-mile of the potential station location and would offer connections between Norwich, Groton, and New London, including a stop at New London Union Station, which provides an existing connection to Amtrak service. There is a shared use path on CT Route 12, the adjacent north-south connection into the Naval Base, and the shared use path continues on the south side of Crystal Lake Road. This path would provide cycling and pedestrian connections to the potential station site.

2.5.2. Station Location E-2: Sub Base South

Selection Summary

Station location E-2 was identified as an option primarily as an alternative sited outside of the Sub Base, which would minimize some of the operational concerns of running a rail line through a gated, highly sensitive area. The alternative could still serve a similar ridership base, while removing some of the security requirements that would need to be implemented if passengers had the opportunity for ingress or egress within the perimeter of the Sub Base.

Figure 18: Potential Station - Groton Sub Base South (Location E-2)



Existing Conditions Assessment

Station location E-2, which is approximately 1,200 feet south of location E-1, sits on vacant land adjacent to Military Highway (Figure 18**Error! Reference source not found.**). Although it is further from the Sub Base entrance, this location could support surface road transit connections between the base and the station while maintaining sufficient space to alleviate most security concerns. This location is also closer to large residential communities to the east and south and could support demand from those housing centers.

Like the potential Station E-1, this location is also within Groton's Coastal Area Management Overlay Zone, which establishes setback requirements for new buildings and is also located approximately one-half mile west of Groton's Opportunity Zone. The station is located within a distressed municipality, as classified by DECD. The potential site includes a vacant parcel owned by East Coast Flips LLC. To the north of the site is Nautilus Overlook, a park owned by the Town of Groton. The site is constrained to the east by Military Highway and to the west by the railroad ROW and the Thames River. To the south of the site is a lone residential parcel.

The vacant parcel is 0.66 acres and is zoned as Vacant, Potentially Developable Land. The site location is immediately proximate to a neighborhood of approximately 100 residential parcels. The site is also less than a half mile south of the entrance to the Sub Base on Crystal Lake Road.

The site has a steep embankment between the railroad corridor and the vacant parcel. From the edge of the Thames River to Military Highway, 30 feet of elevation is gained over a distance of just under 100 feet. A subsection of this distance has grades as steep as 58 percent. The entire railroad ROW and a portion of the potential station location at this site are located within the FEMA 100-year flood plain.

One SEAT bus route, Route 2, makes stops within a half-mile of the potential station location and would offer connections between Norwich, Groton, and New London, including a stop at New London Union Station, which provides an existing connection to Amtrak service. There is a shared use path on CT-12, the adjacent north-south connection into the Naval Base, which continues on the south side of Crystal Lake Road. However, Military Highway does not have existing sidewalks or bicycle infrastructure, which would limit multimodal connections between the Sub Base, bus stop, CT-12, and the proposed station location.

2.6. Station Area F: Mystic

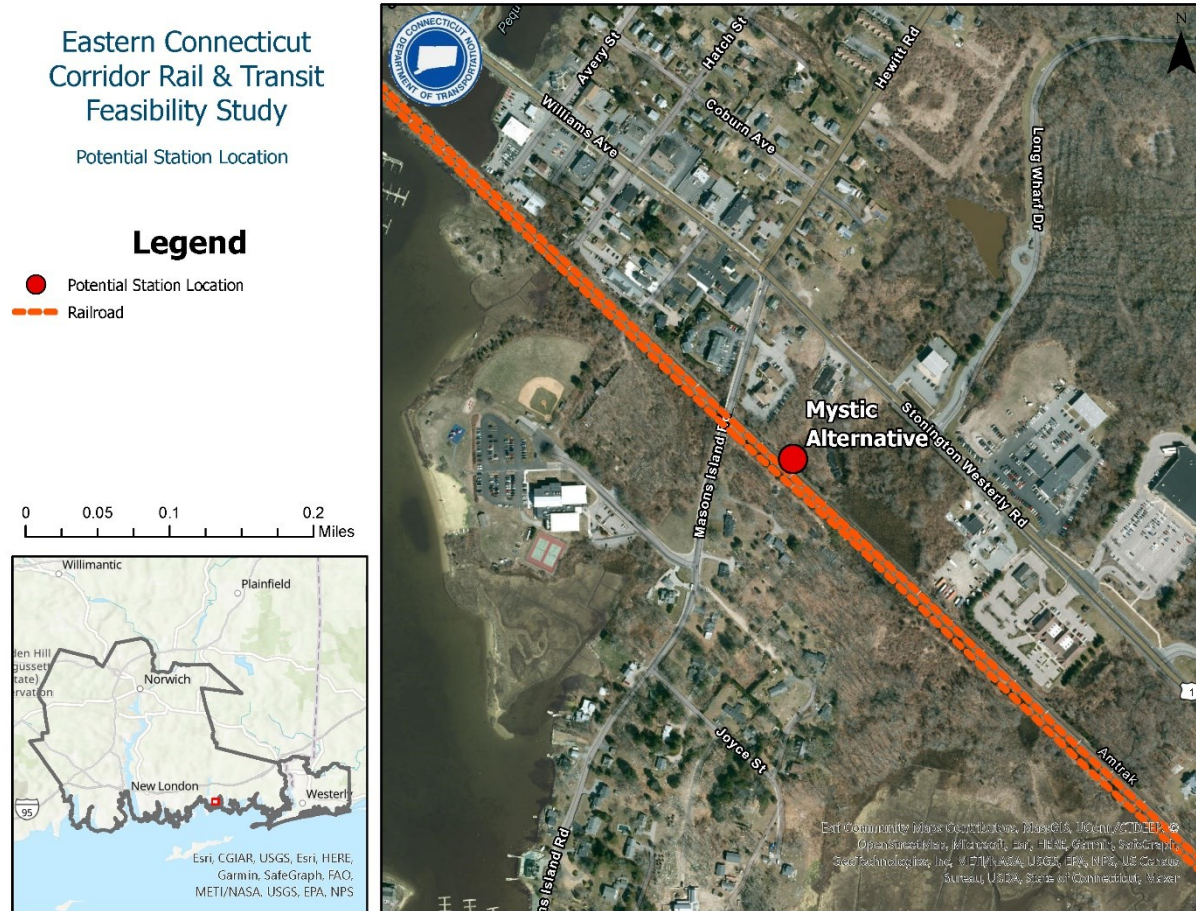
Although there is an existing Amtrak station in Mystic, it is situated on a sharp curve and an alternative location (F-1) for the expanded service was deemed worthy of consideration to improve operational feasibility.

2.6.1. Station Location F-1: Mystic Alternative

Selection Summary

Station location F-1 was identified as an alternative location for the existing Mystic Station. Located on a straighter section of track adjacent to U.S. Route 1 to the southeast, the proposed location could improve operational efficiency and improve access to nearby recreational amenities while still maintaining regional connections via U.S. Route 1. A straighter section of track would be needed to be able to install the high-level platforms needed to operate a Shore Line East extension.

Figure 19: Potential Station - Mystic Alternative (Location F-1)



Existing Conditions Assessment

This alternative location for a Mystic passenger rail station is a parcel at 16-20 Stonington Road (U.S. Route 1), a half-mile southeast of the existing Amtrak Mystic Station (Figure 19Error! Reference source not found.). The site is privately owned, zoned as General Commercial, and currently is home to an antiques store. The parcel on the north side of the existing rail line is bordered by Stonington Road to the north which serves as the main access to the property. The parcel spans 7.23 acres.

Along U.S. Route 1, the area to the west of the site is zoned as local shopping and is zoned as General Commercial to the east. Since this is the eastern end of the primary commercial and shopping areas of Mystic, the lower density in this area offers an opportunity for infill development. A grocery store, bicycle shop, bank, law firm, and other general retail stores are located in the nearby parcels. Recreational areas at Williams Beach Park and the Ocean Community YMCA are located among the single-family residential zones on Masons Island Road and are within a half mile of this site.

Much of the rail corridor through Mystic is located in the 100-year flood zone, but the west portion of this site is classified as a 500-year flood zone. Much of the undeveloped portion of the site is classified as a Freshwater Emergent Wetland. One portion of the site adjacent to the rail corridor is not classified as wetland and can be accessed from Route 1.

Sidewalks are present on the north side of U.S. Route 1 and connect the commercial properties to the east beginning across the street from this parcel. There is currently no sidewalk connection to the shopping areas to

the west. U.S. Route 1 has a striped shoulder, but no designated bicycle lanes currently exist in the area. Mason Island Road has a sidewalk on one side that leads to Williams Beach Park but does not currently connect to sidewalks on U.S. Route 1. Bus service in the area is primarily the on-demand HOP microtransit service operated by SEAT.

2.7. Station Area G: Stonington

Any expansion of Shore Line East service to Westerly would utilize existing rail infrastructure through Stonington (Figure 20). As such, three potential sites were identified and analyzed for their potential as an intermediate stop on mainline service to Rhode Island.

Figure 20. Potential Mainline SLE Stations



2.7.1. Station Location G-1: Downtown Stonington

Selection Summary

Initial observations indicate that a station located in proximity to Alpha Avenue in downtown Stonington is advantageous for connectivity within the Downtown Stonington Area. Alpha Avenue (U.S. Route 1A) is the primary economic corridor in Stonington, offering connections to commercial and residential hubs, as well as several institutional and recreational assets such as the Stonington Town Dock and the Stonington Community Center.

Figure 21: Potential Station - Downtown Stonington (Location G-1)



Existing Conditions Assessment

The parcel identified for station location G-1 is at 45 Cutler Street and located within a development area zoning district (Figure 21Error! Reference source not found.). The property is bound by Alpha Avenue to the west, Cutler Street to the north, a parcel owned by CT Light and Power to the east, and the existing rail corridor to the south. The surrounding zoning districts are Marine Commercial and Moderate Density Residential. Currently, the site serves as an active recreational space for the Stonington Community Center, which is located across the street. The main building on the parcel is a community thrift shop with a parking lot accessed from Cutler Street. The parcel is 1.83 acres, is currently owned by the Stonington Community Center.

Alpha Avenue is one of the few streets that connects across the existing rail corridor to the area known as the Boroughs. Since Alpha Avenue is elevated over the existing rail tracks and not at grade on the west boundary of this parcel the primary access to this site is from Cutler Street. It is anticipated that the design for a remodel of the existing bridge will take into consideration the rail infrastructure and will accommodate extra clearance for any future rail improvements. This parcel, and all but a few parcels along the rail corridor through Stonington, are located in the 100-year flood zone and sit at about 4-8 feet above sea level. There are no wetlands on the property.

SEAT operates an on-demand service in the Stonington area, called HOP, which encompasses this parcel area. Therefore, no designated bus stops are within walking distance of this potential station area, but the option to take public transportation is available. Alpha Avenue has a painted shoulder on both sides of the street, but no marked bike lanes or sharrows currently exist in the area. Sidewalks are provided across the street on Trumbull

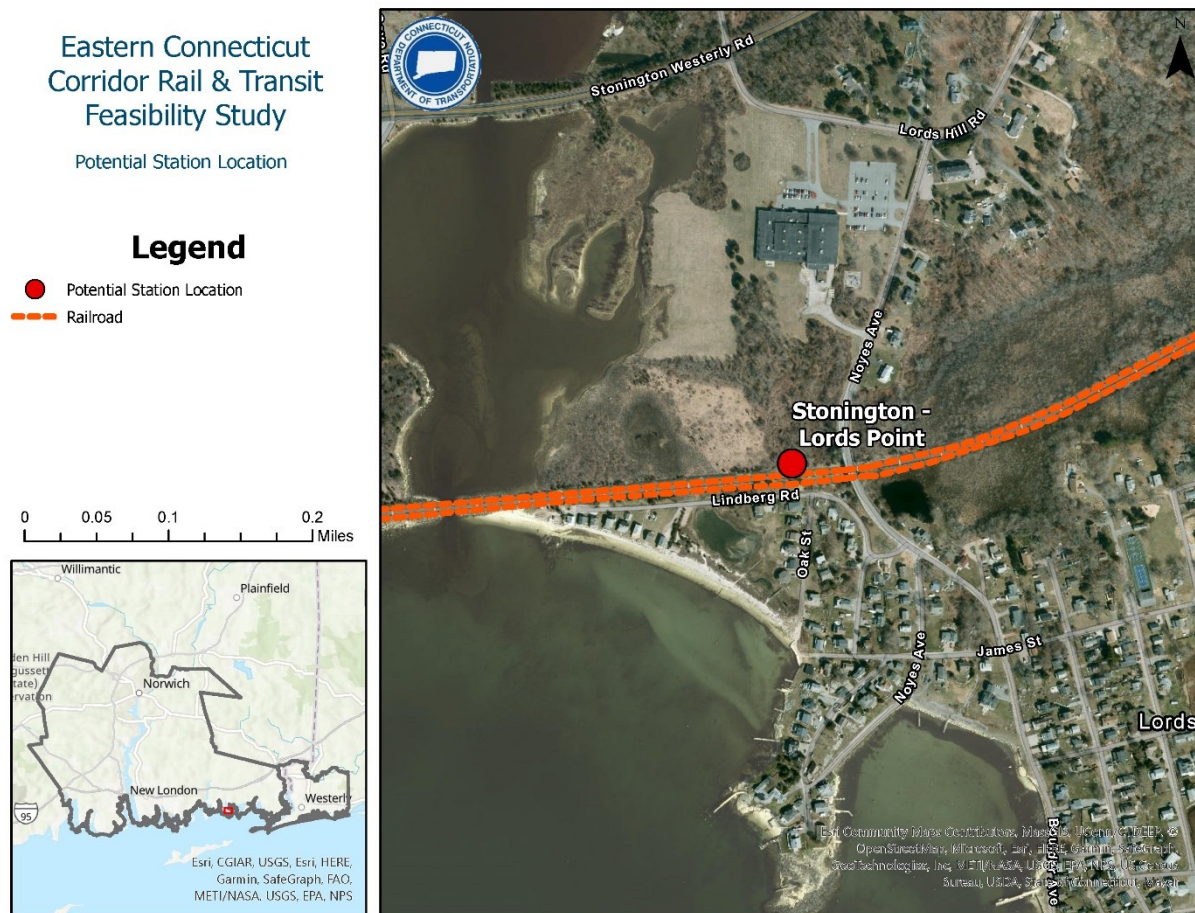
Avenue and Alpha Avenue and connect to the sidewalk network of the Boroughs. Cutler Street has sidewalks in some areas, but there is not a connected network. The area generally lacks compliant ADA sidewalk ramps. No greenways or multi-use trails are present within a half-mile of the parcel, but recreational opportunities such as tennis courts, soccer fields, and baseball fields are present in proximity to this parcel. The neighboring parcels are owned by the Stonington Community Center. The Velvet Mill, a local shopping center in a reclaimed industrial building, is less than a half-mile walk from this site. The Velvet Mill is the location of the weekly Stonington Farmers Market as well as other town events and craft fairs. Stonington Free Library and the Stonington Town Dock are also within a half-mile walk of this potential station location.

2.7.2. Station Location G-2: Lords Point

Selection Summary

Another potential station location for an intermediate stop was identified on Noyes Avenue in the Lords Point community of Stonington, which would primarily serve residential commuters, with limited access to any major commercial opportunities. This location is east of Mystic and west of Downtown Stonington.

Figure 22: Potential Station - Lords Point (Location G-2)



Existing Conditions Assessment

Station location G-2 is located at 14 Lords Hill Road (Figure 22Error! Reference source not found.). This site is bound by Lords Hill Road to the north, Noyes Avenue to the east, Quiambog Cove to the west, and the existing Amtrak corridor to the south. The parcel is currently the location of Zachry Nuclear Engineering, Inc., which is

one of the only employers in this residential area. Part of the property is zoned as Manufacturing, while the undeveloped portions of the property are Residential Coastal. The parcel is within the Coastal Management Area Zone. The surrounding zoning districts are Rural Residential and Low Density Residential. This parcel spans 33.44 acres and is owned by Quiambog, LLC. Due to the large size of the parcel, it is possible that just a portion could be purchased for a station location.

Noyes Avenue would provide the primary access to the corridor and a station on this parcel. Access to Noyes Avenue is currently limited to the northern half of the site due to the elevation change where the road crosses over the existing rail corridor. The northern and eastern portions of the property are in the 500-year flood zone, and the west side of the property along Quiambog Cove is Freshwater Forested or Shrub Wetland or Estuarine and Marine Wetland and within the 100-year flood zone. The elevation of the property near the potential station location ranges from 4-20 feet above mean-high tide. These topographic and environmental features limit the developable portion of the property. Other wetland parcels adjacent to the rail corridor through Lord's Point are protected open spaces owned by the Avalonia Land Conservancy.

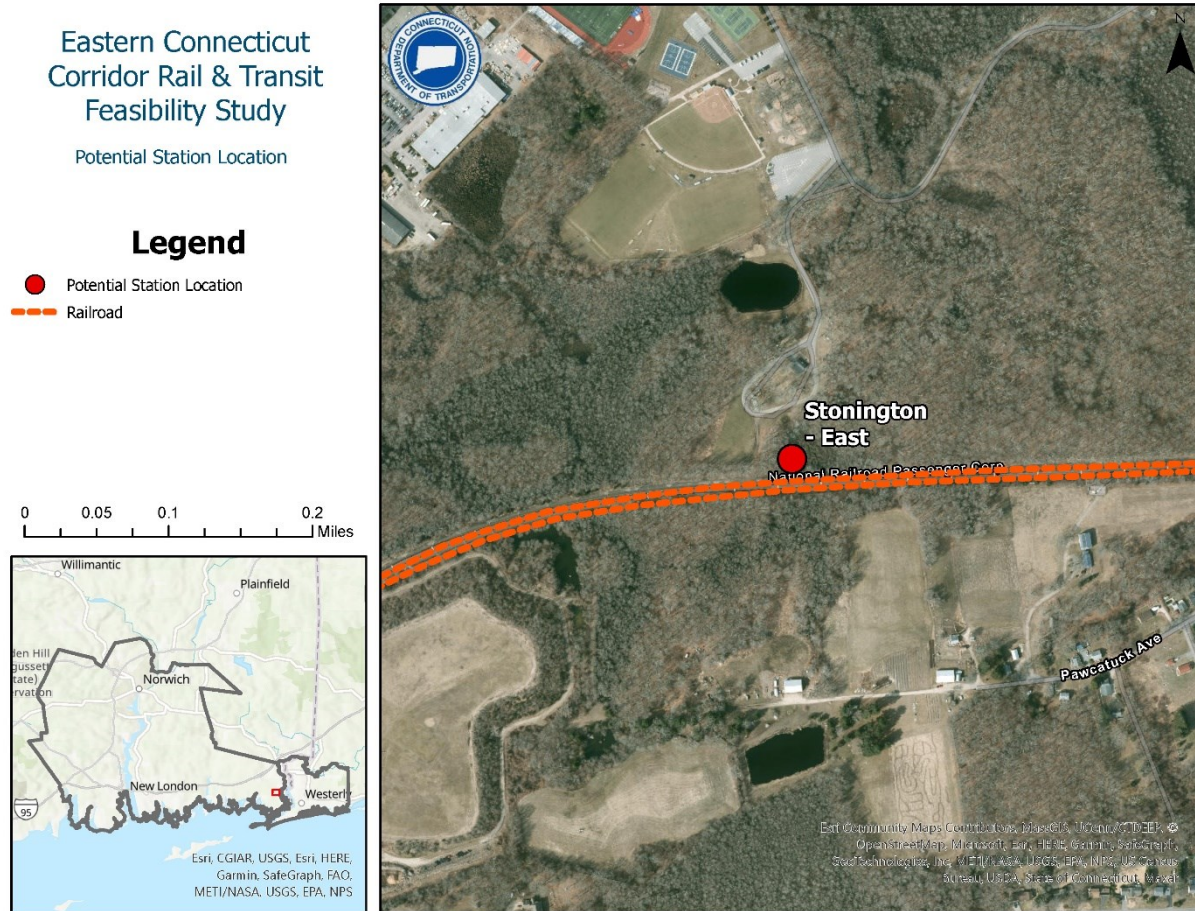
HOP, the on-demand transit service operated by SEAT, also serves the Lord's Point Community in place of a bus route. The surrounding streets in this area do not have sidewalks or dedicated bike lanes.

2.7.3. Station Location G-3: Stonington East

Selection Summary

Similar to any potential location at Lords Point, this location is south of Stonington High School and approximately one mile west of the Rhode Island border. It would primarily serve residential communities, as well as institutional and recreational assets such as Stonington Town Park. This location could provide some access to manufacturing jobs at Davis Standard and other local employers.

Figure 23: Potential Station - Stonington East (Location G-3)



Existing Conditions Assessment

Station location G-3 is located at 176 South Broad Street (Route 1) in Pawcatuck (Figure 23Error! Reference source not found.). The site is owned by the Town of Stonington and serves as the High School and Stonington Town Park. The parcel is zoned as Rural Residential, and the surrounding land is zoned as Manufacturing and Rural Residential or Low Density Residential. Just beyond the half mile radius from the potential station site is a General Commercial zone along U.S. Route 1 that includes some stores, restaurants, and the Stonington Police Department. The full parcel owned by the Town of Stonington includes the school and other infrastructure and is approximately 143 acres. Only a portion the full site would be required to establish a station at this location.

Access to this potential station location is off of Spellman Drive, which connects directly to U.S. Route 1. The site is constrained by the rail corridor to the south, the manufacturing and additional Town owned parcels to the west, and single family residential and Town-owned Parcels to the east.

The site is directly adjacent to the 100-year flood zone but is located within the 500-year flood zone. Pockets of Freshwater, Forested, and/or Shrub Wetlands exist on the property around the site of the potential station location. There is some grade difference between the property and the rail corridor, but this location is a current access point to the rail corridor. Therefore, operational access is feasible.

Spellman Drive serves as the access road to the high school. The sidewalks on the west side end after the entrance to the school parking lot. No sidewalks or bike lanes are present on Spellman Drive beyond this corner as it currently serves as a dead-end road that provides access through the park property. While there is room for

safety improvements, public sidewalks are relatively continuous on the south side of U.S. Route 1 and extend to the east and west of the intersection with Spellman Drive. ADA ramps with tactile warning surfacing and pedestrian crosswalks across U.S. Route 1 are limited to the intersection with U.S. Route 1 and Spellman Drive. U.S. Route 1 has a striped shoulder, but no designated bicycle lanes currently exist in the area. Public transit service in the area is the on-demand HOP service operated by SEAT.

3. Station Siting Comparison

Table 1 below provides a high-level comparison of the potential station locations in orders to determine the initial relative feasibility as compared to other potential locations.

Table 1: Existing Conditions Comparison of Potential Station Locations

Potential Station Location	Station Area	Regulatory					Site Constraints			Environmental Considerations			Connectivity			Market Potential	Operational Feasibility
		Existing Land Use	Surrounding Land Uses	Zoning	Environmental Justice	Distressed Municipality Designation	Parcel Ownership	ROW Constraints	Topography Constraints	Wetlands	Flood Plain	Sea Level Rise	Bus Routes/Stops	Trails/ CT Designated Greenways	Bicycle Infrastructure		
Norwich West	A-1	Vacant	Commercial Institutional	General Commercial	None Present	2021	Public	Moderate	Moderate	Estuarine/Marine Deepwater	100-Year Flood	N/A	Several SEAT Routes	Two proximate greenways	None Present	Moderate Potential	Moderate Challenges
Montville	A-2	Vacant	Commercial; Parking	Commercial	None Present	2021	Public	Minimal	Moderate	None	Minimal	N/A	SEAT Routes 1 & 7	None Present	None Present	Significant Potential	Minimal Challenges
USGA Academy Conn. College	A-3	Parking	Coast Guard Academy	Institutional	None Present	2021	Public	Minimal	Minimal	None	100-Year Flood	N/A	SEAT Route 1	None Present	None Present	Moderate Potential	Minimal Challenges
Downtown Norwich	B-1	Commercial	Commercial	Central Commercial	None Present	2021	Private	None	None	None	500-Year Flood	N/A	SEAT Routes 4, 7, & 982	None Present	None Present, Future Opp.	Strong Potential	Minimal Challenges
Preston	B-2	Vacant	Vacant (Planned Development)	Development District	Designated EJ Community	2020	Public	Minimal	Minimal	Freshwater Emergent Wetland	Minimal	N/A	SEAT Route 2	None Present	None	Significant Potential	Minimal Challenges
Ledyard	B-3	Vacant	Residential	Residential	None Present	N/A	Public	Moderate	Minimal	None	Minimal	N/A	SEAT Route 2	None Present	None Present	Limited Potential	Minimal Challenges
Groton West	C-1	Car Wash	Commercial Manufacturing	Neighborhood Commercial	None Present	2021	Private	Minimal	Moderate	None Present	500-Year Flood	N/A	SEAT Routes 11, 108	None Present	None Present	Significant Potential	Minimal Challenges
Groton Central	C-2	Vacant	Nursing Home, Residential	Mixed-Use Village Center	None Present	2021	Public	Minimal	Minimal	Freshwater Forested/Shrub	Zone AE (EL10)	Proximate to Low-Lying Area	SEAT Routes 11, 108	None Present	None Present	Moderate Potential	Minimal Challenges
Groton East	C-3	Vacant	Residential Amtrak	General Industrial	None Present	2021	Public	Moderate	Minimal	None	None	N/A	SEAT Routes 11, 108	None Present	Existing sidewalks	Moderate Potential	Minimal Challenges
Electric Boat West	D-1	Vacant	Parking, Residential, Fuel Storage, Industrial	Information/Technology	None Present	2021	Private	Moderate	Minimal	None	None	N/A	None Present	None Present	Minimal	Significant Potential	Moderate Challenges
Electric Boat East	D-2	R&D Facility	Research and Development Campus, Institutional and Industrial Uses	Information/Technology Technology Campus	None Present	2021	Private	Significant	Minimal	None	None	N/A	None Present	None Present	Existing sidewalks	Moderate Potential	Moderate Challenges
Groton-New London Airport	D-3	Vacant	General Industrial	Residential Airport	None Present	2021	Public	Moderate	Minimal	Freshwater Forested/Shrub	100-Year Flood	N/A	None Present	None Present	None Present	Significant Potential	Minimal Challenges
Groton Sub Base North	E-1	Parking	Rural Residential	Naval Base	None Present	2021	Public	Moderate	None	None	100-Year & 500-Year Flood	N/A	SEAT Route 2	None Present	Nearby Shared Use Path	Moderate Potential	Minimal Challenges
Groton Sub Base South	E-2	Vacant	Residential Single-Unit	Residential Naval Base	None Present	2021	Private	Moderate	Significant	None	100-Year Flood	N/A	SEAT Route 2	None Present	None Present	Limited Potential	Minimal Challenges
Mystic Alternative	F-1	Antique Store	Shopping, General Commercial, Residential, Manufacturing	General Commercial	None Present	Not Designated	Private	Moderate	Moderate	Freshwater Emergent Wetland	500-Year Flood	N/A	SEAT HOP Service	None Present	None Present	Moderate Potential	Minimal Challenges
Downtown Stonington	G-1	Community Center	Marine Commercial, Moderate Residential	Development Area	None Present	Not Designated	Public	Moderate	Moderate	None Present	100-Year Flood	Proximate Low-Lying Area	SEAT HOP Service	None Present	None Present, Future Potential	Moderate Potential	Minimal Challenges
Lords Point	G-2	Nuclear Engineering	Residential, Manufacturing	Coastal Residential & Manufacturing	None Present	Not Designated	Private	Moderate	Moderate	Estuarine and Marine Wetland	100-Year Flood	Proximate to Low-Lying Area	SEAT HOP Service	None Present	None Present	Limited Potential	Minimal Challenges
Stonington East	G-3	Municipal Open Space	School, Community, Recreation, Manufacturing, Residential	Rural Residential	None Present	Not Designated	Public	Moderate	Minimal	Freshwater Forested/Shrub Wetland	500-Year Flood	N/A	SEAT HOP Service	None Present	None Present, Future Potential	Limited Potential	Minimal Challenges